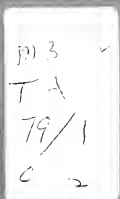


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**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SOUTHWEST CORRIDOR PROJECT**



Archaeological Reconnaissance Survey

Coordinating Consultant

KAISER ENGINEERS INC. / FAY, SPOFFORD & THORNDIKE, INC.

Archaeological Consultant

MUSEUM OF AFRO AMERICAN HISTORY

August 1979

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SOUTHWEST CORRIDOR PROJECT

Archaeological Reconnaissance Survey
of the Southwest Corridor Project Area (Part One)

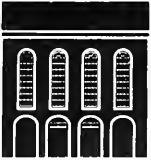
Prepared by the
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June 20, 1979

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Museum of Afro American History African Meeting House

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Byron Rushing, *President*

Introduction

The Museum of Afro American History has completed an evaluation of the archaeological potential of the Southwest Corridor Project area. The project area is located in a highly urbanized part of Boston. Consequently, an archaeological evaluation involves research of the settlement, use and alteration of the land in the area as well as the historical process which brought about the physical changes to the area. The project area consists of a narrow five-mile strip of land whose most prominent feature is the railroad embankment and tracks which determine its course. The railroad route was selected in 1830 because it was a river valley, specifically the Stoney Brook Valley. Consequently an historical survey of the Southwest Corridor Project area and its archaeological sensitivity is necessarily tied to the history and exploitation of the Stoney Brook Valley. It is also tied to the history of the town of Roxbury, within which the majority of the area was located.

Geology

During the pre-Pleistocene period there was an active volcano in the area of Forest Hills in West Roxbury which has been extinct for the last 100 million years. Its cone is now worn away.¹ During this period of volcanic activity the hard rock which has been named Roxbury Conglomerate or Roxbury Puddingstone, was formed. About one million years ago, the Ice Age began (Pleistocene era) and the movement of large sheets of ice resulted in the formation of drumlins, glacially-formed smooth sloped hills. The action of the ice sheets also created the Boston

lowland area which runs south from Lynn and Saugus and west from Medford, Arlington and Waltham. The lowlands are underlain by moderately hard blue clay. During the recent epoch, there was a gradual and progressive submergence of the lowland area resulting in a drowned coastline and enlarged shallow estuaries. The northern end of the project area crosses what used to be the Back Bay. Construction excavations in the Back Bay area have revealed the successive layering of silt as the submergence took place. In some areas, peat beds were also deposited.²

The Stoney Brook was probably formed by run-off from higher elevations into the Back Bay area, which incised the stream into the glacial mantle. The drainage of the Boston area was poor because it was unsystematic and Stoney Brook was characterized by swamp and marsh areas along its course from Forest Hills to its mouth, which emptied into the Back Bay area around Ruggles and Parker Streets. The stream also brought debris which was deposited along its course. Early maps of the Stoney Brook Valley show the tortuous course the brook followed and early reports suggest the brook was sluggish. From Ruggles Street south, the project area rises to higher elevations. Two drumlins, Parker Hill and Meeting House Hill, sit on either side of Roxbury Crossing, both of which have a Roxbury Puddingstone component. Between these two hills--most notably between Roxbury Crossing and Jackson Square--bedrock of Roxbury Puddingstone is very close to the ground surface at the present time. Outcroppings and ledges of Puddingstone existed in the area west of the railroad at the time of the European settlement, but were removed for railroad passage.

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At the present time the entire Back Bay area, which the railroad crosses, as well as the swampy lands in the West Roxbury area, have been filled. The course of Stoney Brook has been diverted several times into culverts, altering greatly its original depth and location.

Prehistory

After the recession of the last ice sheet, New England was inhabited by Paleo-Indian groups exploiting the large game animals, such as the mastadon, which lived in the open forest and park tundra which characterized the New England landscape immediately after the Ice Age (c. 10,000 B.C.).³ During this period (Archaic) the aboriginal groups exploited smaller game and riverine resources and moved to coastal areas for the use of marine resources. Analysis of remains found during the construction of the subway tunnel under Boylston Street established the existence of a two-acre fishweir in the Back Bay tidal area which was in use c. 2500 B.C. Considerable communal effort was necessary for the maintenance of such an extensive fishweir. At the time the fishweir was in use, the sea level was about 16 feet lower than at present.⁴

During the Woodland Period, aboriginal groups continued to exploit coastal areas in southern New England, usually on a seasonal basis. At the time of first European contact, the Boston area was inhabited by the Massachusetts tribe whose territory stretched as far north as Salem and as far south as Brockton. Roxbury seems to have been included in the territory of the Massachusetts Sachem, Chickataubut, whose jurisdiction was south of the Charles River and west of Ponkapog Pond.⁵ By the time the first large group of European settlers arrived in Roxbury in 1630,

the Massachusetts tribe had been almost completely decimated by disease contracted from previous European contact. Early Roxbury settlers claimed that Roxbury was not inhabited by the Indians. The settlers based their claim on the fact that the land was not being used in a settled manner, in other words: for agricultural purposes. When the Massachusetts Bay Charter was threatened in the 1680's, most towns felt compelled to obtain a deed of purchase from the Indians. In 1686, the grandson of Chickataubut, Charles Josiah, or Wampatuck, deeded the Indian rights to the territory occupied then by the town of Roxbury to Joseph Dudley and William Stoughton for £10.⁶ Francis R. Drake, 19th century historian of Roxbury, wrote that "an occasional arrowhead or other relic has been unearthed," but that "no distinct traces of aboriginal occupation have ever been observed in Roxbury." However, an earlier historian mentioned that a weir was located on the Stoney River near Hog's Bridge in 1631.⁸ Seventeenth-century town records mention people driving Indians away from Roxbury. Indians also were employed as servants by the colonists.

Although no Indian town seems to have been located in Roxbury in 1630, it is probable that the Stoney Brook Valley and the surrounding, easily defensible hills were used for summer encampments. Also, the only land route to the Shawmut Peninsula (downtown Boston) was through Roxbury and was a well-travelled aboriginal road.

Historic

1. Colonial Period (1630-1830)

In 1630, the area we now know as Roxbury, Jamaica Plain and West Roxbury, was settled as Roxbury by a group of Englishmen. It was given its name because of the rocky terrain. The settlement patterns of Roxbury

have been determined by its geography from the beginning. When Roxbury was founded the only land route to Boston for both Roxbury and other mainland towns was across the "neck"--an isthmus across the tidal marshes with Back Bay to its west and south and Dorchester Bay to its east. It was so narrow in places that it often flooded in the spring. The "neck" followed the route of the present-day Washington Street (and the Orange Line) from Dudley Station to Essex Street. All land routes to and from Boston necessarily passed through Roxbury, making it the major crossroads. Three main routes radiated from the nucleus of settlement around Meetinghouse Hill:

1. The road to Dorchester, now Dudley Street.
2. The road to Brookline, Watertown and Cambridge, which follows the present-day Roxbury Street over Meetinghouse Hill, crossed Stoney Brook at the mills (now Roxbury Crossing) and followed Tremont Street west.
3. Centre Street was known as the highway to Dedham and led from Meetinghouse Hill across Stoney Brook in Jackson Square and out to Jamaica Pond.

Each of these routes remained major routes into the 20th century.

The major concentration of settlement in Roxbury was on Meetinghouse Hill and around its base in the area now called Dudley Station. Concentrations of settlement were located along Stoney Brook in four areas. All these concentrations occurred in areas along Stoney Brook where there was high ground along its banks and where town roads intersected with the river. Between Roxbury Crossing and Boylston Street, Stoney Brook ran between higher ground on both sides, presenting an attractive location for homesteads. Above Boylston Street to the south

the land dropped off and Stoney Brook flowed through a broad, flat expanse known as Jamaica Plain: an area of fertile fields and orchards, but too wet and marshy near the Stoney Brook for habitation. Around the Forest Hills Station area, the higher ground was again suitable for house sites. Therefore, early concentrations of settlement occurred at three locations within the Southwest Corridor Project area: Roxbury Crossing, known then as Pierpont Village; Jackson Square, then known as Hog's Bridge; and the Boylston Street area known as Gamblin's End. Settlement occurred near Forest Hills, but not within the Southwest Corridor Project area.

Pierpont Village

During the Colonial Period, the area now known as Roxbury Crossing was known as Pierpont Village, after the family who owned the mills in that area for over 100 years. Pierpont Village was a collection of farmsteads, workshops and mill buildings clustered along Town Street (now Roxbury Street) also known as the road to Watertown. The most consistent feature of this area was the mill complex.

Roxbury had three main mill locations from the 17th to the 19th centuries; at Jamaica Pond, at Roxbury Crossing, and at the corner of Ruggles and Parker Streets at the mouth of the Stoney Brook. The Roxbury Crossing location was the earliest. In 1633, Richard Dummer dammed Stoney Brook and built a grist mill near to what is now the corner of Tremont and Roxbury Streets at Roxbury Crossing.⁹ However, a few years later, Dummer moved to Newbury because of his wife's unorthodox religious views and the mill facilities seem to have fallen into disuse.

In 1655 the town granted John Johnson, John Gore, John Pierpont, William Parke, William Cheny, and Thomas Mekins permission "to sett down a Brest Mill or Undershott in or neere ye place where ye old mill stood, neere Hugh Clerkes Barne...." provided they make restitution to people for land damages from the flooding that resulted from the damming of Stoney Brook. They were also to "make and maintaine a cart bridge sufficient for ye use of Towne and Country."¹⁰ In 1656 the town gave John Pierpont permission to set up "a fulling mill upon Stoney River."¹¹ By the time Pierpont died in 1682, he owned all three mill locations. The complex located in Pierpont Village seems to have been the most extensive. Drake mentions that this area was the "centre of business" and settlement in Roxbury. The Pierpont family owned the three mills until the late 18th century.

Other early settlers who received grants of land around Pierpont Village combined farming with business activity. The dwelling house and homestead lot of four acres of John Grosvenor were located on the northeast corner of Parker and Tremont Streets. In 1678, the Town of Roxbury gave him permission to make some pits for his leather trade "...between the old mill House and the Bridge."¹² Another colonial resident of the area was a squatter named Mr. Chick. In 1685, the Selectmen of Roxbury took action against Mr. Chick because his shop on the Town Street had been set up without the Town's permission. He had three weeks in which to move it; however, in January of 1690, the Selectmen again warned Chick to remove the shop "...which stands by the Brook in the Town Street before the first day of May next, on penalty of having it pulled down."¹³ In 1702, John Holbrooke, while petitioning the town

for a small addition to his land, is mentioned as the current occupant of Chick's old house in the Town Street.¹⁴

Shuball Sever's small parcel of land was located "...on the west side of Stoney River nere the now dwelling house of John Craft..." and he was granted permission "...to build a shop on and lay tember on to cary on his trad of a wheelwright." Sever received an additional piece of land in 1703, adjoining his former grant on Stoney Brook. William Heath petitioned the Selectmen in 1703 for a small land parcel adjoining what was formerly granted to Shuball Sever so that Heath could set up a cooper's shop with enough room for the layering of his timber and the managing and carrying on of his trade. The parcel was bounded by Stoney Brook and the highway.¹⁶

In 1707, the town granted Francis Youngman a small parcel of land for his house "...lying on the west side of Stony River bridge adjoining to Capt. Heath's shop." From the description, this land appears to have been between the bridge and William Heath's land and it bordered on the road and Stony Brook.¹⁷

The 17th century homestead and 4-acre lot of John Gore, who came to Roxbury in 1635, was located, according to Drake, on the southwest side of Tremont Street, just beyond the railroad crossing and west of Stony Brook. (Map C 1830 #6) Watson Gore was the last of the family to occupy the homestead in the 19th century and he made extensive improvements and additions to the old house. He also filled up some old tan pits and an adjacent hollow to landscape the estate.¹⁸

Drake says the house was demolished in 1876 and a brick block was built on the site. The 1873 Atlas shows the house and several out-buildings were owned by Henrietta Goldsmith, who ran an apartment hotel there; the later brick structure

was also owned by Goldsmith and was run as an apartment hotel according to business directories (Illustration 1).

One particular estate which was greatly impacted by the construction of the Boston and Providence Railroad in the 1830's was that of John Heath (Map C 1830 #2). His house was "removed" which probably means that it was moved to a new location rather than demolished. The house originally stood near the railroad crossing at Tremont St.¹⁹

During the revolutionary war Aaron Blaney operated a commissary which was located on Town Street in the vicinity of the present railroad crossing (Map C 1830 #3). At the beginning of the nineteenth century the store was owned and operated by Joseph and Nathaniel Ruggles. Over the store was a large room that was used as a hall for meetings and town meetings were held there between 1804 and 1811.²⁰ In the first business directory published for Roxbury in 1847, Calvin Faunce is listed as a West India goods and grain and meal dealer with a store located on Tremont St. near Washington St. (now called Roxbury St.). Drake says that the store was enlarged in 1853. The 1873 Atlas has Faunce as the owner of several properties on Tremont St. in the vicinity of Roxbury Crossing.

Hog's Bridge

The intersection of Centre street, Amory street, and Old Heath street was another place where a number of seventeenth century settlers built houses and began farming. This was called the area of Hog's Bridge which crossed Stoney brook at Centre street near the corner of Highland street. In the nineteenth century the designation Hog's bridge was given to the railroad bridge which crossed Centre street. Several of these seventeenth century homelots were located on the west side of Stony Brook

along Heath and Centre Sts. Philip Eliot, the brother to the well known minister John Eliot, probably lived close to the northwest corner of the intersection of Old Heath St. and Centre St. He had a house and barn on his three acre lot which was bounded on the east by Stony Brook. Capt. Isaac Johnson had a two acre lot with a house and barn that was located opposite Amory st. on Centre St. where it bends to the west. Philip Eliot bordered Johnson on the north, while the highway formed his eastern and southern boundaries. Just to the west of Isaac Johnson was Robert Pepper's lot, and beyond Pepper, James Astwood had his four acre homestead lot with his house and barn.

An eighteenth and early nineteenth century site which was greatly impacted by the construction of the railroad through Jackson Square in the 1830's was the Lowell estate (Map B 1830 #10). Located on the south side of Old Heath St., and Centre St. John Lowell purchased the property in 1785 from Thomas Gunter. Lowell's son John Jr. took up residence in the estate after his father died in 1802. John, the son, built a stone castle modeled after one in Europe with gardens and green houses. It seems the main house was moved when the railroad was built to Bickford St. However when Drake was writing he says part of the estate was still over on Centre St. and that one of the Lowell daughters resided there.²¹ The 1874 Atlas also shows a large house in this location owned by the Lowell family.

Another house site located on the corner of Amory St. between the Street and the Railroad tracks was owned by John Curtis during the middle of the nineteenth century and was described by Drake as "an old gambrel-roof dwelling of the last century."²² Stony Brook ran behind the house and the banks of the brook were lined with willow trees (Map B 1830 #9).

Drake also mentions that this is the house which Jeremiah Williams, blacksmith and brother of Colonel Joseph Williams bought in 1742. The house is located on the 1873 Atlas and shown to be owned by the heirs of John Curtis. Two outbuildings were situated closeby. However the Stony Brook Culvert went right through the house site in the late nineteenth century, but no other construction seems to have disturbed the area around the house. Also the original bed of Stony Brook went through this area.

On the other side of Jackson Square and east of Columbus Ave. is another area where a colonial homestead was located. The house of Colonel Joseph Williams once stood on Centre Street in front of David Dudley's barn (Map B 1830 #86). The house as Drake describes it was built before 1680, was two and one half stories high, and "had a double pitched roof, and stood fronting Hogs Bridge, with its end to the street."²³ The upper story projected eighteen inches over the first story and the town's whipping post stood in front of this house at Hogs Bridge. Colonel Williams lived in this house until he died in 1798; he was the great-grandson of Robert Williams who came to Roxbury in the early seventeenth century. When the Dudley house was built in the 1820's, the Williams house was demolished according to Drake, but the old well remained. The Dudley house is still standing but it may not be on its original foundation. The barn was located between Columbus Avenue and Centre Street and the area in front of the barn towards Centre Street was not extensively built over in the later nineteenth century.

Gamblin's End

Throughout the seventeenth century and into the eighteenth century this area around the intersection of Boylston, School and Amory Streets was known as Gamblin's End and Amory and School Streets were known as the way to Gamblin's End. Robert Gamblin's house was in this area. The land drops off sharply at this point to form Jamaica Plain which may account for the name of Gamblin's End.²⁴ The Curtis homestead was built in 1639 by William Curtis and was located on the west side of Lamartine Street near the Boylston Station of the Boston and Providence Railroad.²⁵ The house stood until circa 1880 when the Railroad was supposed to have bought the property to expand their facilities; the house was torn down and by 1887 Gore Street ran through the former location of the house.²⁶ The original homestead lot consisted of 10 acres and was bounded on the west by the land and homestead of John Totman, on the south by Boylston Street and Stony Brook. Drake describes the house as two story saltbox, oak framed with eight rooms and an enormous central chimney. (Illustration 2) It appears that members of the Curtis family owned and occupied the house up until the time it was sold to the railroad.

Thomas Bell's homestead was located in the vicinity of the intersection of Boylston, Amory and School Streets. Bell was an English merchant and lived in Roxbury from 1635 to 1654 when he returned to England where he died in 1672.²⁷ He willed his property to the Roxbury Free School. The house was torn down in 1765 and the parts that were

still sound were reused in the construction of a new house nearby in either 1766 or 1768.²⁸ This second house was in 1810 the residence of Thomas Amory whose daughter married General William Raymond Lee (Map B 1830, #12). Lee and his wife occupied the house well into the nineteenth century. According to Drake the central part of the house is the oldest section and the wings on either end are later additions (Illustration 3). The 1874 Atlas has a house owned by H. F. Coe which is on the west side of Amory Street near the intersection of Boylston Street. The house itself is just outside the project area; however the barn and other outbuildings are within the project area. Also since the Bell house was close by, it too could be in the project area. Thus this area should be tested with these facts in mind.

Two other early seventeenth century homesteads were in the same general vicinity as Bell's on the east side of Stony Brook between the brook and Amory Street. Robert Gamblin, who arrived in Roxbury in 1632, had his homestead and lot north of Thomas Bell's and between Bell's land and the Stony Brook. Another seventeenth century resident in this area was John May (Mayes) who came to Roxbury in 1640 and whose triangular lot and homestead were bounded on the east by Robert Gamblin, the highway to the northwest, and Thomas Bell's orchard to the southwest. A more exact description of his location is not available from the records.²⁹

2. 1830 to 1900

From 1830 to 1900 three major activities affected the development and history of the Southwest Corridor Project area. They were 1) the changes made in the course and utilization of Stoney Brook, 2) the construction of the Boston and Providence railroad line through Stoney Brook Valley and, 3) land filling operations especially in the Back Bay area. Throughout this period the major roads were not changed and their convergence in Roxbury continued to be an important factor in the development of the area. The combination of the roads and the railroad line had an important effect on the industrial development of Roxbury which in turn affected Stoney Brook. During this time period changes were made in the boundaries and jurisdiction of Roxbury. In 1847 Roxbury was designated a city. In 1851 West Roxbury separated from Roxbury to form its own town. In 186 Roxbury was annexed to Boston and West Roxbury followed suit in 187

Stoney Brook

Draining an area estimated in 1886 to have been 13.92 square miles, the Stoney Brook originally followed a tortuous course from its source in Hyde Park to the Muddy River and Full Basin, located in the Back Bay. The Full Basin was part of the Mill Dam complex built in 1814. Although the upper part of the brook carried fresh water, the effect of the tides caused a change over to salt water in the vicinity of Elmwood Avenue, near the site of the Boston Belting Company Factories. During extreme high tides, the brook backed up to a point near Texas Avenue where ground level was below water level of the highest tides. Flowing northeast from Elmwood Avenue, Stoney Brook passed through two tidal pools, one to the southwest and one to the northwest of Ruggles and Tremont streets. Although the Brook had a longstanding history of overflowing its banks

during heavy storms and spring melting it seems that no important changes were made in its course prior to the 1830's.

Uses of the brook in the early nineteenth century which may have caused minor changes to the brook's bed were a mill-dam (which stood immediately west of modern Columbus avenue and Tremont street) and a tidal dam (which stood on the northerly side of Parker street near modern Ruggles street)

A wharf owned by John Heath and shown on an 1852 map as standing in the tidal pool southwest of Tremont and Ruggles street may also have existed in the early nineteenth century.

1832-1846

During the years in which industry began to develop in Roxbury and in which the town grew to become a city, Stoney Brook received its first major diversion with the construction of the Parker Street Canal between 1832 and 1839. This canal ran north of and parallel to Parker Street from the Stoney Brook to the Full Basin.³⁰ Although its origins are unclear, this canal seems likely to have been a private commercial venture.

Pollution of the brook which was to become a health concern by the late 1840's may have begun in the 1830's. In 1834 and again in 1836, the town auditors urged the town to seek damages from the "Color and Chemical Works" for damage to land and trees at the town almshouse. As the chemical works stood in the vicinity of modern Columbus Ave. and Amory Street, near Stoney Brook, it is possible that some of the plant's waste was dumped into the brook.

Around 1846, the Boston Belting Company leased the water rights at White's dam (west of modern Tremont street and Columbus Ave.) and had built a factory east of the modern Tremont street and Columbus Avenue,

which was connected to the dam by two flumes (originally uncovered, but enclosed by 1867). Although the water power provided by this dam and Smith's pond behind it is reported to have passed out of use around 1854, the right to draw pure water from Stoney Brook remained important for the Boston Belting Company which later claimed that it had leased the site "for no other reason, but it was necessary to have an abundant supply of pure water in order to carry on our works."^{29a}

Sewage Problems 1846-75

The dumping of domestic and industrial sewage into Stoney Brook first began to be recognized as a health hazard in the late 1840's when petitions regarding the matter were presented to the city council. In 1850, Roxbury's mayor, H.A.S. Dearborn, mentioned in his annual address the need to develop plans for public sewerage and water to accomodate the city's expected growth; however, no action was taken until 1851 and 1852 when the tidal flats east and north of the Boston Belting Company had become dangerously polluted due in part to the weakness of the brook's current and the control of tides in the Back Bay by the Boston Water Power Company. To correct the problem, the city bought marsh land in the tidal pool southwest of Tremont and Ruggles street, straightened and covered a channel from Tremont to Culvert Street (now Whittier Street) and filled the former tidal flats, including part of the brook's original course. Originally it was proposed that the filled land would become a public square; however, the high cost of the diversion led the city to sell the land as building lots to recover part of the expense. In 1853, two small lots in the same vicinity were filled to complete the project.

While this diversion was carried out, the city commissioned William Parrott and Charles H. Poole to prepare a sewerage plan for Roxbury.

Parrott's and Poole's report, dated May 26, 1852, presents two alternatives, neither of which was built. By 1857, "Stagnant and impure" water had again become a health hazard and "the lands and flats overflowed...lying between Factory Street and the culvert constructed by the city (in 1851)." In 1857 and 1858, additional surveys were conducted and construction was begun in the area of Northampton Street on sewers which drained into the South Cove. Construction of a Stoney Brook sewer was delayed while the city negotiated with the Boston Water Power Company to secure the free-flow of the brook into the Charles River. Sewers continued to be built in the Northampton Street area between 1861 and 1863, although no progress seems to have been made on a Stoney Brook sewer.

In 1864, William Bradley prepared a new sewerage plan for Stoney Brook, at the city's request. Finding the the "discharge of manufacturing establishments" rendered the brook particularly offensive in the summer and that much of the brook northeast of the dam had already been walled and covered with planks, Bradley recommended the conversion of the lower part of the brook into a sewer and its diversion to the Charles River through two arched stone culverts. Work on this plan was apparently delayed due in part to the objections of Boston Belting Company.

By 1866, the Brook's condition seems to have deteriorated dramatically. Water in Smith's Pond was so polluted that the city considered taking the dam which created the pond, should it prove impossible to negotiate its purchase. The matter was finally settled, the water-power right was purchased by the city for \$7000 and the dam was demolished. At the same time Boston Belting Company brought suit against breweries on Pyncheon Street, to force them to stop dumping waste into the stream. Fearing that Boston Belting's case would close the breweries and harm local

industry, the city began construction of sewer lines along Lowell, Washington and Tremont Streets, all of which were completed in 1867. Later in 1867, a trunk sewer was constructed "from the northerly end of the bridge culvert across Tremont, near Ruggles Street...through Ruggles place (now Rogers avenue) to the full basin at Parker street."³¹ West of Vernon Street the old Channel of the brook was deepened, walled and covered "from the end of the culvert built in 1851 to Tremont Street at its junction with Pyncheon Street, partly by formal taking...and partly by agreement with the abutters."³² These changes created a direct channel from Tremont Street to the Full Basin, leaving uncovered only those sections of the brook which passed through the Boston Belting Company's factory. "Abandoned portions of the old channel had been or were left to be filled up and converted to building uses";³³ the Sanborn Insurance Map of Charlestown...of 1868, shows the Shawmut Brewery and a "new street" already existing northwest of Tremont Street on the Brook's former course.

Again, in 1873, conversion of the entire brook to a sewer was reconsidered as a way of providing sewerage for the recently annexed West Roxbury. Rulings in favor of Boston Belting Company in its fight to prevent dumping into the brook by breweries on Pyncheon Street, led the city to construct an entirely separate sewage system from Elmwood Street south of Boston Belting to Boylston Station, West Roxbury. The completion of this sewer in 1875 eliminated "all need to dump sewage into Stoney Brook: and together with the final success of Boston Belting's suits, ended dangerous pollution along the brook's banks, although sewage continued to be dumped at the end of the line onto tidal flats beyond Parker Street in the Back Bay as late as 1878.

Surface Drainage

Although Stoney Brook's problems were primarily the result of pollution prior to the 1870's, it was realized in the 1850's that the development of Roxbury and the resultant loss of fields and forest would eventually worsen flooding along Stoney Brook by increasing the surface run-off of storms. As early as 1854, West Roxbury prepared a survey to improve and divert Stoney Brook, although no work was carried out. By the 1860's much of the brook's eastern end was densely built with houses and factories, many of which were flooded on February 10, 1867 when a warm, heavy rain fell on deep snow causing the worst flood in living memory. Water was five feet above the railroad crossing at Boylston street, and further down stream the Boston Belting Company and neighboring factories were flooded. As a result, state enabling legislation was passed in 1868, 1870 and 1871 authorizing Boston and West Roxbury to act independently to solve the brook's drainage and sewage problems. (Roxbury was annexed to Boston in 1868.) West Roxbury conducted a survey, prepared plans and made land takings in 1871, 1872, and 1873, but was unable to carry out the work without corresponding work done by Boston, as the increased flow in West Roxbury would only have worsened the flooding in Roxbury where culverts were too small to handle the existing flow. Further, West Roxbury's plan, which would have lowered the stream bed by five feet and eliminated the two crossings of the brook beneath the Boston and Providence Railroad bed near Boylston street, was opposed by the Boston Belting Company, which feared even worse flooding than it had experienced in 1867.

In 1874, separate sewers having been constructed, enabling legislation was amended to allow Boston to alter the brook for improved surface drainage,

alone. Also added was an amendment to protect Boston Belting from the loss of its water supply through diversion by the city. No apparent work was done at the brook's east end; in 1875-76 a double arch stone culvert was built beneath Washington Street at Forest Hills Station (part of this was built by the Boston and Providence Railroad). In 1870, this culvert was extended for the construction of Hyde Park Avenue.

In the meantime, various improvements between Tremont Street and Forest Hills Station were considered. In 1877, The Boston Board of Health reported that 100 out of 124 houses examined along the brook had flooded cellars after a freshet; further, frequent flooding was found to cover 167.9 acres in West Roxbury and 14.2 acres in Roxbury. Complaints were frequent from neighboring property owners that culverts beneath bridges and roads were insufficient during storms. In 1877, the Joint Special Committee on the Improvement of Stoney Brook recommended that the channel of the brook be straightened in West Roxbury according to plans made prior to annexation and that, elsewhere, the channel be straightened and widened as far east as Tremont Street. The committee also encouraged the city to seek the repeal of its 1874 agreement with Boston Belting; this effort resulted in a prolonged legal and political fight which delayed construction until 1880 when the city and Boston Belting agreed to accept the decision of arbitrators should the diversions of the brook damage the Boston Belting property.

Land takings for this diversion were made in 1880 and construction begun. Changes had to be made in the course proposed in 1878, mainly along Pyncheon Street where high land damages were claimed. To avoid this expense the brook was diverted into a covered brick channel at a point opposite Cedar street "where it turns at right angles into Pyncheon street,

then by another turn it continues through said street about 1600 feet to Centre Street". Beyond Centre street, the brook was widened in its original bed. Work on the entire length from Forest Hills Station to Tremont Street was completed in 1884. In concluding its work in 1884 the Joint Committee reported that "the immediate result (of the diversion) secured to the abutters upon the brook is a (probably) complete immunity from danger by floods."³⁴

The committee's confidence notwithstanding, a heavy rain falling on snow in February 1886 brought about the most extensive flood in the brook's history. Surveys taken at the time recorded that 690 acres of land had been flooded along the brook's course and that much of the flooding had been caused by 16 culverts (beneath bridges) which were too small to accomodate the flow. It was also noted that the improvements west of Tremont Street had increased the flow of water into inadequate channels east of Tremont St, causing widespread flooding in the city's most densely populated areas. Finally, the backed up water behind various culverts washed away many of the open channels which were built between 1880 and 1884. Later investigations described the Stoney Brook Improvement of 1880-84 as "money thrown away".

In 1886 the Commission on the Prevention of Floods in the Valley of Stoney Brook recommended that a new, covered conduit be built beginning 700' west of Tremont Street and extending to the Charles River. Planned to allow the normal flow of Stoney Brook to follow its existing course (through Boston Belting), this conduit was designed only to carry excess water from storms and spring thaws. The commission briefly suggested that any reconstruction west of Tremont Street should make use only of covered channels. Construction of the conduit began in 1887 and varied only slightly

from the 1886 proposal; it began in the brook nearly opposite Oscar Street from which it extended to the eastern portion of Gurney street. From Gurney street the conduit extended up to and northeast along Parker Street, required the removal of the old Parker street sewer. The conduit then extended across planned streets and emptied into the Back Bay Park (Illustration #4). Sewage which had previously drained through the Parker street sewer was diverted into the Huntington Avenue branch of the main Drainage System. With the completion of the Parker Street conduit in 1888-1889, flooding in Roxbury was apparently, brought under control, although the Superintendant of Sewers pointed out in 1888 that additional alterations of the brook west of Tremont street, would be needed to end all flooding in West Roxbury and Jamaica Plain.³⁵

The Boston and Providence Railroad

In 1833 the Boston and Providence Railroad Corporation decided that the route of the railroad should be "over the tide marshes west of the neck, and nearly parallel with the recent extension of Tremont street, in a remarkably direct course to and through the valley of Stoney Brook etc.". The railroad was opened in 1835 from Boston to Providence. The track across the tide marshes was on fill and south of Ruggles street ran at grade basically following Stoney Brook out to Forest Hills, crossing the Brook four times on wooden bridges. Road crossings were also at grade and histories and railroad reports indicate that it was sometime before the populace made the adjustment to the iron horse. Because the company records have not been found and histories of the railroad are sketchy until the 1850's it is probable that besides the Boston Terminal, there were small passenger stations, usually wooden sheds, near Roxbury Crossing (the Roxbury Station), Boylston street (Boylston Station), at

Green street (Jamaica Plain Station) and at Forest Hills (Forest Hills station). With the exception of the Roxbury station the stations probably accomodated commuters rather than industry. However the main interest of the railroad was not local passenger service but rather its connection with Providence and other freight networks. An 1856 pamphlet states that commuting passengers under 15 miles were unprofitable for the railroad and prices should be raised. The Roxbury Crossing, at the junction of Tremont street and the railroad had already seen some commercial activity and in the 1840's the industry in this area expanded. Certainly the combination of a railroad and a water supply was attractive for new industry.

By 1860 a double track was laid between Boston and Mansfield and in 1864 large additions were made to the station at Roxbury. In 1868 the legislature tried to force the railroad to discontinue its station on Tremont street (near Roxbury Crossing) and build a new station at New Heath Street Crossing.³⁷ The Board of Directors managed to get the act repealed. Most of the industries were south of Roxbury Crossing and this may have been their bid for a closer station. Instead in 1869 the railroad built a more commodious station near Roxbury Crossing.

In 1870 the railroad removed, by blasting, a large mass of rock at a point upon the line known as the "Roxbury ledge". This was located in the vicinity of Roxbury Crossing. Between 1870 and 1875 all the stations between Boston and Forest Hills were rebuilt and a new one was added at Camden street called "Chickering's" because it was built for the convenience of the workmen at Chickering's piano manufactory and also for residents of the South End. The railroad had also built a station between New Heath and Old Heath by this time despite their earlier protests. Railroad bridges were repaired and rebuilt along the route in the same

period. Hog's bridge at Centre street was replaced by an iron bridge.

The Lower Roxbury area contained a great deal of railroad structures. Machine shops were located at Ruggles street and in 1872 a carhouse was built at the same location. Changes in passenger stations continued through 1888. In that year the railroad line was taken over by the Old Colony Corporation apparently as a result of the bridge disaster at Roslindale.

Between 1888 and 1897 plans were made and hearings held concerning abolishing the railroad grade crossings along the Boston and Providence Railroad line. Grade crossings were seen as a nuisance to both the trains and those using the intersecting streets. Many different plans were suggested including, 1) lowering the railroad under the streets, 2) raising the railroad on an embankment over the streets and 3) raising all the streets and buildings. The railroad corporation's original plan included eliminating the road intersection at Roxbury Crossing and placing a foot bridge over the railroad. Irate businessmen, landlords and residents protested the plan in a series of hearings. The community impressed upon the hearing committee the importance of Roxbury crossing as a major and historic transportation route into Boston. The factory owners and landlords protested that it would cut off their tenants from the shops and places of work. Landowners predicted a steep drop in real estate values. The community backed a plan to raise Tremont street and have it cross over the railroad, which would have entailed raising almost all of the buildings in the area.

The railroad's final plan was that the tracks were to "be raised and changed by construction of suitable retaining walls of masonry and by embankments with suitable slopes, with good gravel filling between said

retaining walls".³⁸ Ruggles, Prentiss, Tremont, Centre and Boylston streets were lowered, but none more than three feet at the lowest point. Bridges were put over Ruggles, Prentiss, Station, Tremont, New Heath, Old Heath, Centre, Mozart, Boylston, Green, Williams and Keyes streets. The construction was completed by the beginning of the twentieth century. This alteration and raising of the railroad tracks served to visually and physically cut off one area of Roxbury from another with the result that those parts of Roxbury on the western side of the tracks developed a separate identity. This separate identity was reinforced by the increased 20th century settlement of Afro Americans in the parts of Roxbury east of the embankment.

The South End

The area of the Southwest Corridor Project which crosses the South End is all on filled land. Originally it was part of the Back Bay and the strip which the railroad is on was filled in the early 1830's. This was the only land filled in the Corridor area of the South End until the 1870's. In 1868 construction of Columbus Ave. from Park Square to the Roxbury line was begun by filling in the flats between Tremont street and the railroad. Cross streets were laid out, but building in the area occurred primarily in the 1880's and 1890's.

Housing and Industrial Development

Three events within little more than a decade in the early nineteenth century worked to change Roxbury from a rural farming community to a suburban satellite of Boston by the close of the Civil War. First the Boston and Roxbury Mill Dam Corporation completed and opened their dam across the Back Bay in 1821 hoping to harness the power of the tides for

industrial use. Although this project lies outside of the Southwest Corridor the subsequent failure of the project and its abandonment was the first step towards the filling in of the Back Bay area which did have an impact on Roxbury's development and growth in the later nineteenth century. Second, the Tremont St. extension was opened to the public in 1832 and it became the second toll free road out of Boston after Washington Street (the mill dam road or Western Avenue as it was called (now Beacon St.) was a toll road for some time.). Tremont Street intersected with Roxbury Street where it crossed the Stony Brook. Here was Pierpont Village which was already an area of commercial activity, the location of a mill complex for many years and the shops of small tradesmen. The more direct connection to Boston markets enhanced its commercial development. The third event and by far the one with the most impact on the development of the Southwest Corridor area was the opening of the Boston and Providence Railroad line in 1835. From Boston the railroad crossed the marshes and flats of the Back Bay and then as it reached solid ground, followed the valley of the Stony Brook from Ruggles St. out to Forest Hills and beyond on its way to Providence. The Roxbury station was located at the intersection of Roxbury and Tremont Streets and Stony Brook at the old Pierpont Village and thus the area became known as Roxbury Crossing and it has retained that designation to the present day. The presence of both the railroad and Tremont Street which linked Roxbury to Boston and the surrounding area by both rail and highway, served to stimulate and accelerate the development and growth of Roxbury in general and specifically the area around Roxbury Crossing.

Roxbury experienced tremendous growth in the ante-bellum period and had officially adopted the designation of city in 1848. Major growth

occurred around the town's market place (Roxbury Village, now Dudley station) and the area from the tidal flats to Hog's Bridge. The eastern half of Roxbury became very commercial and the construction of the railroad encouraged industrial development. West Roxbury seceded in 1851 forming its own town on the basis that Roxbury proper was a city while West Roxbury was still a farming community. There was a continuity of industrial activity between the colonial period, into the early republic and through the ante-bellum years, with grist and textile mills, tanning and leather working, malt houses and tradesmens shops. Newer industries also moved in including an India rubber works later the Boston Belting Company and many breweries. Apparently the breweries were first attracted by several springs along Stoney Brook. They became the predominant interest in the area and also affected the retail business in the area. By the 1880's the majority of the shops in the Tremont and Columbus Ave. areas were retailing beer and liquor.

Other types of industries which were prevalent were iron foundaries, leather works, starch factories, chemical works and a silk manufactory. By 1847 they employed over 1600 men and women. The area around Roxbury Crossing was most attractive to both new and older expanding industries because of its availability to the railroad and a water source. The railroad provided transportation for the work force early on before the manufactories built their own wooden barracks for the workers adjacent to the factories. Shops and small businesses with residential space over them were constructed along Tremont St., Lowell St. (now Columbus Avenue) and the side streets off Tremont street. They provided goods and services needed by the factory workers and other residents in the highlands. By the 1870's the Roxbury Crossing industrial area extended from around

Ruggles Street to Jackson Square on both sides of the railroad tracks. This was always the most heavily industrialized and commercialized area in the Southwest Corridor. This concentration of businesses in the area between Ruggles and Jackson Square created the need for expanded Railroad service; the station at Roxbury Crossing was rebuilt and new stations at New Heath St. and Camden St. were built in the early 1870's.

In the last quarter of the nineteenth century the areas in between the railroad stations at Boylston St., Green St., and Forest Hills became built over with lower middle income housing. The areas around the stations continued to attract small business men who provided goods and services to the residents in the area. In 1883 approximately half of the houses and most of the business structures were rented and not owner occupied. Most of the housing was wood framed usually a single unit, small on a tiny lot, but some double houses existed. The streets in Jamaica Plain and West Roxbury south of Boylston St. in the project area were not laid out until after the mid-nineteenth century. Although the main concentration of industry was in the area from Jackson Square north to Ruggles Street smaller concentrations were located to the west of Amory Street between the street and the railroad embankment on land that was once large estates. This area for the most part borders on the takings area. Out in Jamaica Plain manufactories were scattered along the both sides of the railroad tracks but most of them are outside the takings area. Three of them that may have had some buildings within our area are Haffenreffer & Co., brewers, located at Boylston Station; the Jamaica Plain Gas Light Co. at Jamaica Plain Station; and the Boston Thread Works on the west side of Washington Street near Keyes Street.

The construction of the Columbus Avenue extension in the late 1890's

considerably altered the layout of streets in the area between Jackson Square and Camden Street but the commercial and industrial nature of the area remained the same. Even before the road was put in some of the earlier wooden barracks housing for factory workers built in the first half of the nineteenth century was being replaced by more brick row housing built and designed specifically for the working classes by real estate investors and speculators. Tremont Street remained the location of numerous small businesses and shops with the second and third stories of the buildings either occupied by the proprietors of the businesses or rented to someone else who worked nearby in a factory or shop. The side streets of Tremont Street contained mostly housing for workers and some shop keepers. A few people owned parts of blocks of housing but the majority were individually owned. The houses were crowded together on the smallest parcels of land necessary and blocks were divided with narrow alleys to allow all the land possible to be used for building. Sam Bass Warner describes how this kind of subdivision and crowding created cheap and affordable housing for the lower middle and working classes and how as soon as they could afford to they moved out.

3. Twentieth Century

By the twentieth century most of the development in the Southwest Corridor Project area had already taken place. Although there were scattered changes-- concrete block stores and gas stations -- the buildings, both residential and industrial, remained the same until the demolition for I-95. However changes occurred in the use of the residential and industrial buildings in Lower Roxbury. Sam Bass Warner makes the argument that the housing that was built in the late 19th century was sub-standard even for its day. "By 1912 parts of Lower Roxbury, the old mill section,

were noted by observers as being in need of substantial rebuilding. In 1934 the W.P.A. inventory showed all of lower Roxbury to be an area of substandard housing. By 1950 most of Roxbury and North Dorchester had become an area of physical deterioration."⁴⁰ Yet these same substandard buildings of the late 19th century survived until the demolition for I-95 occurred.

By the early 20th century rail and street car lines made better suburban housing available to those who could afford it. Lower Roxbury was populated by those who could afford only cheap housing, close to the breweries and other industries. These were most often immigrants. In 1910 the great majority of the residents of wards 18 and 19 in Roxbury were either foreign born or had parents who were foreign born. Irish, English, Scotch and Canadian immigrants were the majority. Germans, who had arrived earlier, were already making their way to the suburban housing in West Roxbury. The area around Tremont street in Lower Roxbury became a slum inhabited by the working class poor. Each successive wave of immigrants moved on, only to be replaced by newer arrivals. The exception was the Black population. In the late 19th and early 20th centuries Boston's Afro American population moved from the north slope of Beacon Hill to the South End and Roxbury. Although able financially to move out of the substandard area of Roxbury, the Afro American community was excluded from areas where other white, immigrant, groups had moved.

For Roxbury Crossing, in particular, deterioration in terms of commerce occurred as a result of the construction of the elevated line and the terminal at Dudley and Washington streets. Fifteen years after the "el" was built business had shifted from Roxbury Crossing to Dudley station. Manufacturing underwent changes as well. Many of the earlier manufactories

moved out of Roxbury to less expensive sites. On the other hand in the early 20th century shoe manufactories relocated from Lynn to Roxbury in search of cheap non-unionized labor. Belting, carpeting and oil cloth factories remained exploiting the same cheap labor force. The breweries also remained, with skilled German workers doing inside work and Irish workers doing the teaming. By the 1950's this industrial area had become more of a warehouse district.

Testing Plan

Historical research of the Southwest Corridor Project area has provided information on the potential for recovery of archaeological remains within the area. 35 specific areas have been identified which should be tested to determine whether there are archaeological remains and whether their extent and preservation warrant National Register nomination.

The Southwest Corridor Project area, primarily from Ruggles street to Forest Hills, has a lengthy and intensive settlement history. Its location in Stoney Brook valley and its proximity to the early land route to the Shawmut peninsula has made it a focus of human activity from aboriginal times to the present. Evidence of Indian activity is sketchy, but the possibility of surviving prehistoric sites within the corridor area cannot be dismissed. Specifically, excavation of evidence of archaic (2500 B.C.) Indian activities under land fill in the Back Bay area during early subway construction suggests the possibility of similar finds in the Back Bay area of this project. More recent Indian activity may also be found in relationship to the original course of Stoney Brook.

Seventeenth and eighteenth century Anglo-american settlement was concentrated in three areas of the project area, Roxbury Crossing, Jackson Square and Boylston Street. The Roxbury Crossing and Jackson Square

settlements were at the intersections of Stoney Brook and major land routes. All three contained homestead lots, while Roxbury Crossing also had early industrial development. All three areas continued to be settlement areas until the present. However this does not preclude the presence of 17th and 18th century archaeological remains intact in these areas. The following sites should be tested for 17th and 18th century remains:

1. The Mill complex at Roxbury Crossing (1633-c.1870)

First constructed along Stoney Brook in 1633, the mill dam and attendant buildings were used through the 17th and 18th centuries for gristmill, fulling and malting activities. The site continued to be used in 19th century for lathe work and other purposes. Because of the change over to steam power the dam was not used after 1854 and was destroyed in 1867. However the buildings continued to be used until the late 19th century. The mill dam itself had a twelve foot fall and the water was then diverted into two flumes which ran under Roxbury and Tremont streets towards the location of New Dudley street (See Illus.). A mill pond existed behind the dam on the west side of Columbus ave. Evidence of one of the flumes was found in the late 19th century during remodeling of Samuel Little's store.

2. Clarke homestead - the 17th century Clarke homestead was located close to the mill complex as Clarke seems to have owned some of the mill buildings in the area.

3. Grosvenour house, lot and tan pits (built c. 1678)-The house was at the corner of Tremont and Parker streets. The tan pits were near the mill complex.

4. Gore homestead and lot (c. 1640-1876)-The house and lot were located

on the southwest side of Tremont street.

5. John Heath house, lot and possibly wharf-located on Tremont street near Roxbury Crossing.

The homes and lots of Mr. Chick, Youngman, Sever, William Heath and Craft were also located within or near the Roxbury Crossing taking area.

6. Col. Joseph Williams house (c. 1680 to 1820)-corners of Columbus ave., Centre street and Penryth streets.

7. John Curtis home and lot with outbuildings-corner of Centre and Amory streets. The house site has been destroyed but probably not the outbuilding area.

The home lots of Robert Pepper, John Johnson, Philip Eliot, Astwood may also be within the taking areas in Jackson Square.

8. William Curtis house, outbuildings and lot (1639-c. 1880) located under what is now Paul Gore street, the outbuildings may have been located in the area of Boylston station.

Other homesteads within the taking area of Boylston station are Bell, Gamblin and Mayes.

The 19th century brought great changes to the Southwest Corridor project area, especially from Ruggles street to Centre street at Jackson Square. The building of the Boston and Providence railroad transformed it into a commercial as well as a residential area. Use of Stoney Brook attracted early industry to the area and they in turn attracted the workers for which housing needed to be built. The following areas and sites need to be tested for 19th century remains.

Housing

9. Smith-Waitts mansion house-early nineteenth century. This house was located at the corner of Roxbury St. and Columbus Ave.

10. The Dudley Mansion-(1820 to present)-located on Penryth street between Centre and Columbus. This house is still standing, although it may not be on its original foundation. The area around the house should be tested.

11. The area from Walpole street to Roxbury Crossing between the railroad and Tremont street contained predominantly housing with stores on the first floor in many buildings. Industry and trades were scattered throughout this area as well, but domestic and business rather than industrial use was predominant. Earlier nineteenth century working class housing was destroyed by the extension of Columbus Avenue in the 1890's, but many buildings remained until demolition for I-95.

12. Between New Heath and Old Heath and between Cedar and New Heath along Columbus Ave. there were blocks of frame dwellings for workers located in these two areas.

13. From Roy street to Green street, predominantly on the west side of the railroad in West Roxbury. All along this area free-standing single and double family homes were built. By the early 20th century this area was predominantly owned by people of German ancestry. In the area of Oakdale Place some of these buildings are standing, but others have been torn down.

(14. Not considered.)
Industry

15. Organ Builders and Factory: E. Hook, G.G. Hastings and E.A. Todd.-
1131 Tremont street.

16. Whittier Machine Company-steam boilers and engines-corner Tremont and Culvert streets.

17. Kenney Brewery-1203-1209-Tremont street.

18. Sausage Manufactory-1343 Tremont street.

19. Akron Sewer Pipe and Land Tile-1365 rear Tremont Street.
20. Carriage Manufactory-corner of Culvert and Tremont Streets.
21. Roessle Brewery-both sides of Columbus Street at Roxbury Crossing.
In operation by 1847.
22. Metropolitan Horse Railroad Co.-west side of Columbus ave. behind
Roessle Brewery.
23. Henry and Jacob Pfaff Brewery-east side of Columbus between Roxbury
and Cedar streets.
24. Norfolk Brewery-corner of Columbus ave. and Cedar street.
25. Highland Foundry Co.-manufacture of stoves, ranges, etc.-between
Columbus ave. and the railroad.
26. Silk Manufactory-west side of Columbus ave.
27. J.W. Kenney Brewery-23 Amory street.
28. Suffolk Iron Foundry Amory street near Centre street.
29. Tannery-corner of Columbus and New Heath street.
30. Thomson Crooker Shoe Company-Station st., west of the railroad.
(Later eliminated from the project area),

Municipal Buildings

31. Jail-199 Ruggles street-supposedly built c. 1825.
32. Police Station #Division 10-1869 to present.
33. Cochichuate Water Pump house-1869 to 1967-Elmwood street behind
the Police Station.

Railroad Stations

34. Roxbury station-Corner of Tremont and the Railroad. An earlier site
may have been between Tremont and Station streets.
35. Boylston station-corner of Boylston street and Lamartine street.
36. Boston and Providence Railroad company car house-built 1873-corner

of Ruggles and Columbus.

Miscellaneous

37. Baseball field and stands - west side of Columbus Avenue north of Ruggles Street. A major fire started in the stands in the 1890's and destroyed portions of the Tremont Street housing. (Later eliminated from project area.)

38. Portions of the original bed of Stoney Brook still exist within the taking areas, especially in the Jackson Square area. These portions were probably filled in when Stoney Brook was put into a culvert. Portions should be tested for evidence of prehistoric and historic use.

Recommendations for Archaeological Testing

The purpose of Phase II of this project is to sample the area of the Southwest Corridor Project to determine the existence, location and extent of any archaeological features. The program is based on the historical information acquired in Phase I of the project. The knowledge gained through this research has molded the sampling strategy. Most sampling techniques used in archaeology have been developed for prehistoric sites for which there is usually little documentation. Prehistoric sites are usually not as intensive and extensive as historic sites, especially in an urban situation. The sampling program we suggest is molded by the historical information and maps which are the basis of this report.

After consultation with the Southwest Corridor Project office the testing program was revised according to changes in the taking area of the project (which eliminated sites #30 and #37) and the construction

schedule of the Southwest Corridor Project. Multiple sites of one type were stratified within the testing program so that some would be tested only if others were found to have been destroyed. Four testing programs, which the group the sites according to the construction schedule, are proposed lettered A through D. They are:

Survey Testing Program A - West side of Columbus Avenue from Roxbury Crossing to Jackson Square. The sites located in this program area will be impacted by temporary road construction and utility line placement under Contract #1. The following sites have been selected for testing:

- Site #1a - West portion of the Mill Complex
- Site #22 - Metropolitan Horse Railroad
- Site #26 - Silk Manufactory
- Site #25 - Highland Foundry
- Site #29 - Guild Tannery
- Site #12 - Factory and residential housing

Survey Testing Program B - East side of Columbus Avenue from Roxbury Crossing to Jackson Square. The site located in this program area will be impacted by the permanent placement of fill throughout the area under Contract #1. The following sites have been selected for testing:

- Site #9 - Smith-Waitts Mansion
- Site #21 - Roessle Brewery
- Site #23 - Pfaff Brewery
- Site #10 - Dudley Mansion - Rear portions
- Site #38 - Stoney Brook

The following site will only be tested if sites #21 and #23 are found to have been destroyed:

- Site #24 - Norfolk Brewery

Survey Testing Program C - Between Columbus Avenue and Tremont Street from Roxbury Crossing to Ruggles Street and the southern portion of Jackson Square. The sites located in this program area will be covered by a temporary stockpile of fill under Contract #1. The sites selected for testing in this area are:

Site #1b - East portion of the Mill Complex
 Site @3 - Clarke Homestead
 Site #32 - Police Station
 Site #33 - Cochichuate Pump House
 Site #15 - Organ Manufactory
 Site #31 - "Jail"
 Site #5 - Heath Homestead
 Site #18 - Sausage Manufactory
 Site #7 - John Curtis Homestead
 Site #11 - Housing and business - corner Columbus Avenue and
 Medina Way

(The following sites within this program area will only be tested if the site(s) of the same type (listed in parenthesis) is found to have been destroyed):

Site #16 - Whittier Machine Company (Sites #26, #15, and #18)
 Site #20 - Carriage Manufactory (Sites #26, #15, #18 and #16)
 Site #17 - Kenney Brewery (Sites #21, #23 and #24)
 Site #27 - Kenney Brewery (Sites #21, #23, #24, and #17)
 Site #28 - Suffolk Iron Foundry (Site #25)

Survey Testing Program D - West side of Columbus Avenue between Walpole Street and Roxbury Crossing, west side of the railroad on Tremont Street, and areas along Lamartine Street. The sites to be tested during this program will be impacted during Contract #2.

Site #35 - Boylston Station
 Site #8 - William Curtis homestead
 Site #13 - 19th century housing
 Site #4 - Gore homestead
 Site #3 - Grosvenour house and tan pits
 Site #34 - Roxbury station
 Site #19 - Akron Sewer and Pipe Co.
 Site #36 - Boston and Providence railroad company car house

Conclusion

The Southwest Corridor area--Stoney Brook Valley--has proven to be far more complex and rich in probable archaeological sites than was at first anticipated. The possibility of Indian sites, the number of colonial houses and industries and the vastness of 19th century resources in the project area are the significant findings of this study. It is

recommended that the project investigate 35 sites in the next phase. In the next and final phase of the reconnaissance survey, the Museum staff will conduct an intensive survey and subsurface testing of areas located in the first phase. The located areas will be further identified and interpreted, artifactual remains will be collected, and the remains will be analyzed. Maps and sections and a photographic record will be prepared for each located and identified area. In the next phase the staff of the Museum will produce:

- (1) A background study to identify known sites and synthesize present knowledge of archaeological resources, research problems, history and prehistory of the region if this information is not available from the earlier reconnaissance report.
- (2) A field methodology designed to locate unknown sites in the impact area, if not provided in the earlier report.
- (3) A site examination strategy which assures the collection of enough information to objectively and accurately estimate the size, structure and contents of each site.
- (4) Analysis of the temporal and functional contexts of each site considering its contents, structure and ecological situations.
- (5) A report which includes:
 - (a) a description and map of the project and project area,
 - (b) a description and justification of the survey, excavation and laboratory methodologies and techniques,
 - (c) a list of the sites, if any, suggested as eligible for the National Register by the contracting archaeologist,
 - (d) a list of the sites considered not eligible for the National Register by the contracting archaeologist, and justification of the judgment,
 - (e) a description of the spatial, contextual and structural characteristics, and present condition of each site which was located and examined,
 - (f) a quantitative and qualitative summary of the artifacts and features found at each site,
 - (g) a description and justification of the method and intensity of investigation at each site,
 - (h) photographs and sketch maps of each site,
 - (i) a summary of previous investigations, if any, at each site, including the date(s), organization(s) and reference(s),
 - (j) a discussion of the known and expected artifact and feature categories at each site and their known or potential importance,
 - (k) a discussion of all research topics which might be investigated using the known or expected materials at each site,
 - (l) a summary explicitly outlining how the known or expected materials can contribute to the investigation of the research topics,
 - (m) a list of the impacts likely to occur to each site if the project proceeds,
 - (n) a suggested program which the contracting agency can use to adequately mitigate or avoid the expected impacts and the cost and justification for such a program.

Footnotes

1. Department of Transportation, Final Environmental Impact Statement, vol. 1, p.2-25.
2. Johnson, Frederick "The Boylston Street Fishweir..." p. 134.
4. Johnson, Frederick, "The Boylston Street Fishweir..." p. 134.
5. Cook, Sherburne. The Indian Population of New England in the 17th Century, p. 29 and Swanton, John Indian Tribes of North America.
6. Drake, Francis "Roxbury in the Colonial Period", p. 402.
7. Ibid.
8. Ellis, C.M, The History of Roxbury Town, p. 83.
9. Drake, Francis The Town of Roxbury, p. 319.
10. Roxbury Town Records, vol. 1, 1648-1730, p. 15.
11. Ibid, p. 19.
12. Drake, Francis The Town of Roxbury, p. 324. Roxbury Town Records vol. 1 1648-1730, p. 109.
13. Roxbury Town Records, Vol. 1, 1648-1730, p. 148 and 184.
14. Ibid, p. 295.
15. Ibid, p. 96.
16. Ibid, p. 302.
17. Ibid, p. 332-333.
18. Drake, Francis The Town of Roxbury, p. 321.
19. Ibid, p. 323.
20. Ibid, p. 314-15.
21. Ibid, p. 394.
22. Ibid, p. 397.
23. Ibid, p. 384.

Footnotes (cont).

24. Drake, Francis The Town of Roxbury, p. 397.
25. Ibid, p. 399.
26. A Record of the Streets, Alleys , Places, etc. in the City of Boston.
p.282.
27. Drake, Francis. The Town of Roxbury, p. 398.
28. Drake, Francis, The Town of Roxbury, p. 398 and Ellis, C.M. History of Roxbury Town, p. 91.
29. Drake Francis The Town of Roxbury, p. 398.
- 29a. "In the Matter of Stoney Brook", pamphlet.
30. The only evidence of this canal is its appearance on the Hales Map of 1832 and the Whitney map of 1849.
31. Boston City Document #166 of 1884, p. 4.
32. Ibid.
33. Ibid.
34. Boston City Document #166 of 1884, p. 18.
35. Potential solutions to the drainage problems of WEst Roxbury and Hyde Park are outlined in Boston City Document #159 for 1886 pp. 15-16, although circumstances did not require the serious diversion of the upper parts of the brook prior to 1888.
36. Report of the Board of Directors of the Boston and Providence Railroad 1833.
37. Commonwealth of Massachusetts. House Acts and R'solves. 1868.
38. Committe on the Abolition of Grade Crossings of the Boston and Providence Railroad.
39. Warner, Sam Bass Jr. "Discarded Suburbs,..." p. 13.
40. Warner, Sam BAss Jr. Discarded Suburbs.." p. 15.

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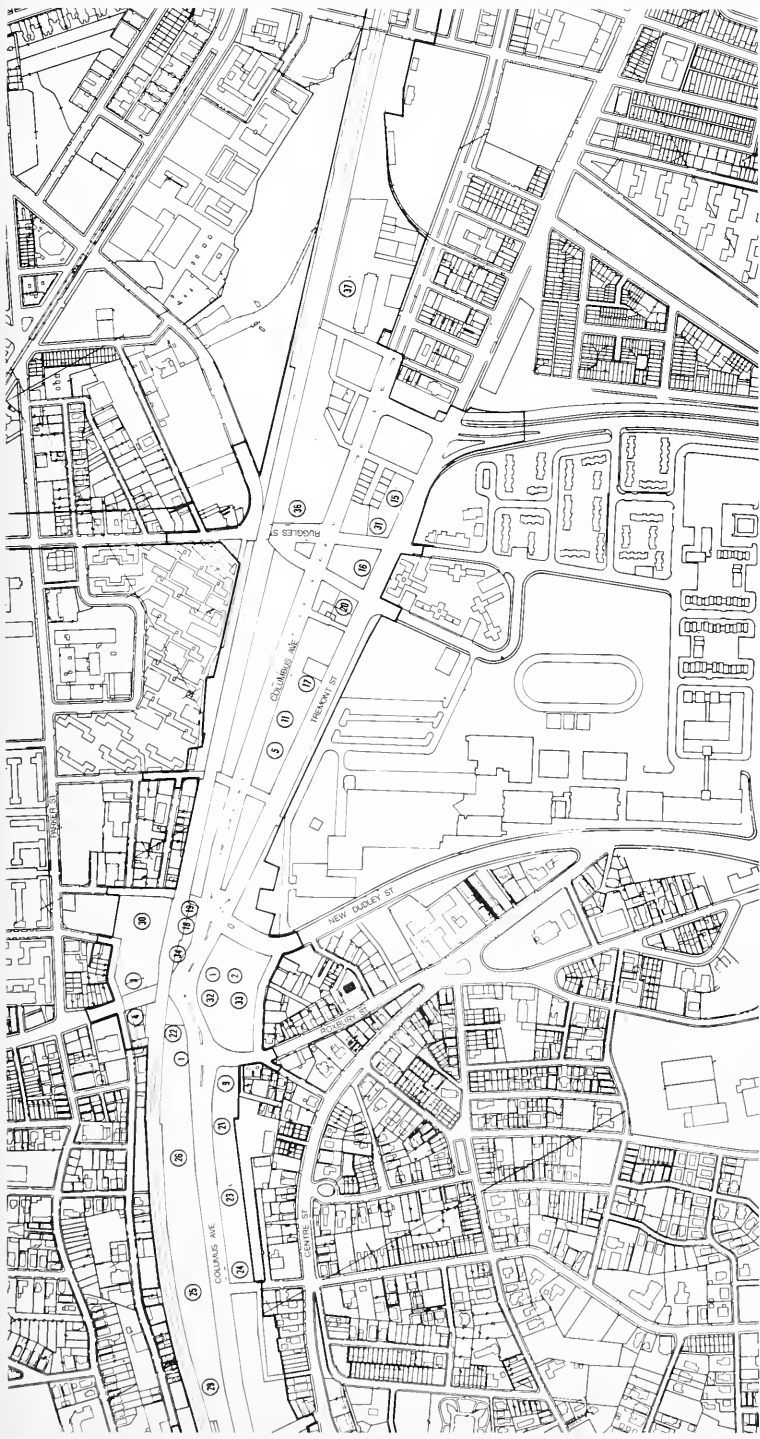
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Key to Pre-1830 Structures in the Southwest Corridor
(Based on Hale's Map of 1830)

1. "Stoney Jail" built c. 1825.
2. Mr. Heath's house.
3. Calvin Faunce's store (mid-19th century) and a Revolutionary war commissary owned by Aaron Blaney (18th century).
4. Hat Factory 1830's - called the old mill on an 1868 insurance map.
5. Calvin Faunce property.
6. Gore homestead.
7. Ralph Smith's house.
- 8a. David Dudley Mansion - built 1820.
86. Dudley Barn-Williams house site.
9. John Curtis homestead.
10. Lowell estate.
11. William Curtis homestead.
12. William Randolph Lee formerly Thomas Amory house.





MASSACHUSETTS STATE TRANSPORTATION AUTHORITY

SOUTHWEST CORRIDOR PROJECT

CONTRACT NO. 097204

SOUTHWEST CORRIDOR PROJECT AREA 1979

MUSEUM OF AFRO-AMERICAN HISTORY
ROXBURY MA.

MASSACHUSETTS STATE TRANSPORTATION AUTHORITY
COMMERCIAL CONTRACTS SECTION
PROJECT NO. 097204
SHEET 01 OF 01

DATE JUNE 20, 1979

- 1 MILL COMPLEX

2 CLARE HOMESTEAD

3 GROSVENOR SITE

4 GORE HOMESTEAD

5 HEATH HOUSE

6 SMITH HOUSE

7 WORKING CLASS HOUSING

8 ORGAN MANUFACTORY

9 WINTER MACHINE CO
- 10 KENNEY BREWERY

11 SAUSAGE FACTORY

12 WOOD SEWER & PIPE

13 CARRIAGE FACTORY

14 KESSELE BREWERY

15 METROPOLITAN HORSE RAILWAY

16 PAFF BREWERY

17 HORFALK BREWERY

18 HIGHLAND FOUNDRY
- 19 MILK MANUFACTORY

20 BUILD PAINTERY

21 SHOOTER SIDE CO

22 STONE JAIL

23 POLICE STATION

24 COCHICHUATE PUMPING STATION

25 FERRYBRIDGE STATION

26 HALLROAD CARHOUSE

27 HALLROAD CARHOUSE


28 HALLROAD CARHOUSE

29 HALLROAD CARHOUSE

30 HALLROAD CARHOUSE

31 HALLROAD CARHOUSE




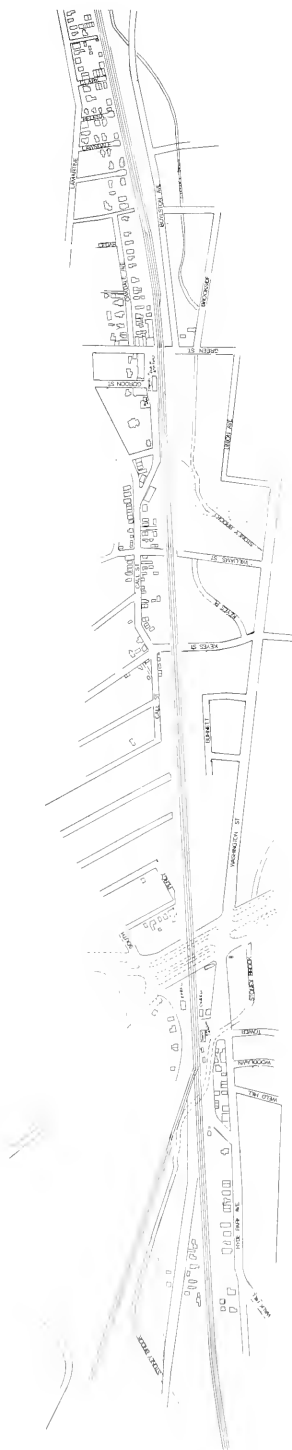
	UNIVERSITY OF TEXAS SYSTEM SOUTHWEST CORRIDOR PROJECT CONTRACT NO. 097304		MUSEUM OF AFRICAN-AMERICAN CULTURE HOUSTON, TX		100'
	SOUTHWEST CORRIDOR PROJECT AREA 1979		MUSEUM OF AFRICAN-AMERICAN CULTURE HOUSTON, TX		100'
CONTRACT NO. 097304		MUSEUM OF AFRICAN-AMERICAN CULTURE HOUSTON, TX		100'	


- 6 WILLIAMS HOMESTEAD
7 JOHN CURTIS HOMESTEAD
8 WILLIAM CURTIS HOMESTEAD
10 DUDLEY MANSION
12 FACTORY HOUSING
21 KENNEY BREWERY
28 SUFFOLK IRON FOUNDRY
35 BOYLSTON STATION
38 STONEY BROOK

MAP A - FOREST HILLS SECTION



 MASSACHUSETTS DEPARTMENT OF TRANSPORTATION CONTRACT NO. 97504	SOUTHWEST CORRIDOR PROJECT PROJECT AREA 1874	
	MUSEUM OF AFRO-AMERICAN HISTORY BOSTON, MA	
PROJECT NO. 1874 PROJECT NAME: MUSEUM OF AFRO-AMERICAN HISTORY PROJECT LOCATION: BOSTON, MA PROJECT DATE: 1874		
PROJECT NO. 1874 PROJECT NAME: MUSEUM OF AFRO-AMERICAN HISTORY PROJECT LOCATION: BOSTON, MA PROJECT DATE: 1874		
PROJECT NO. 1874 PROJECT NAME: MUSEUM OF AFRO-AMERICAN HISTORY PROJECT LOCATION: BOSTON, MA PROJECT DATE: 1874		




 DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS CONTRACT NO. D2754		PROJECT SOUTHWEST CORRIDOR PROJECT AREA 1975	
DESIGN DESIGNER DESIGN NO.		DESIGN DESIGNER DESIGN NO.	
DRAWING DRAWING NO.		DRAWING DRAWING NO.	
DATE DATE		DATE DATE	
SCALE SCALE		SCALE SCALE	
SHEET SHEET		SHEET SHEET	

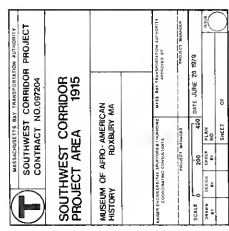


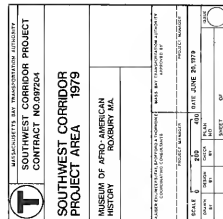
T	WATKINSHILL, INC. ASSOCIATION ARCHITECTS	
	SOUTHWEST CORRIDOR PROJECT CONTRACT NO. 89704	
SOUTHWEST CORRIDOR PROJECT AREA 1979		
MUSEUM OF AFRICAN AMERICAN HISTORY		
ROXBURY, MA		
SCALE: 1" = 100' (SEE NOTE) DATE: JAN. 27, 1979 DRAWN BY: [blank] CHECKED BY: [blank] APPROVED BY: [blank]		

MAP B - BOYLSTON STATION TO
JACKSON SQUARE SECTION



		CONTRACT NO. 097204 SOUTHWEST CORRIDOR PROJECT SOUTHWEST CORRIDOR PROJECT CONTRACT NO. 097204	
MUSEUM OF AFRICAN-AMERICAN HISTORY		SOUTHWEST CORRIDOR PROJECT AREA 1874 ROADWAY BAL.	
DATE: 01 JUN 20 1978 TIME: 10:00 AM LOCATION: 1874 AREA: 1874 SCALE: 1" = 100'		DATE: 01 JUN 20 1978 TIME: 10:00 AM LOCATION: 1874 AREA: 1874 SCALE: 1" = 100'	




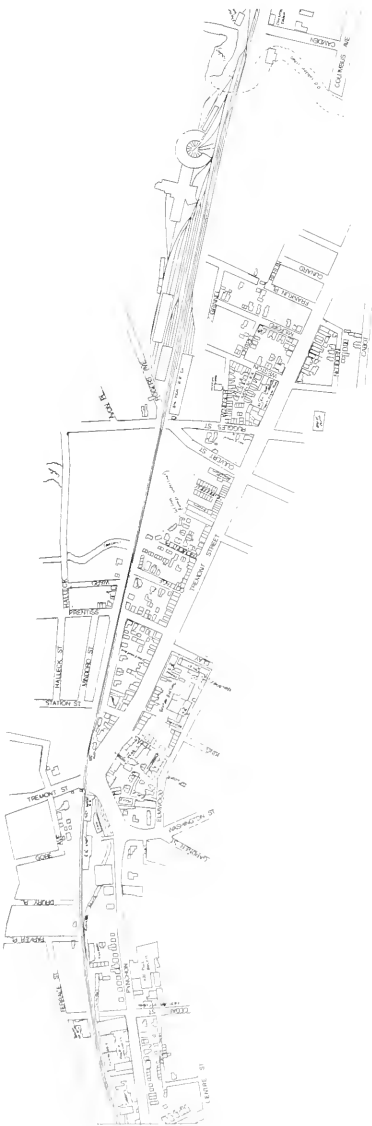



MAP C - ROXBURY CROSSING TO
RUGGLES STREET SECTION

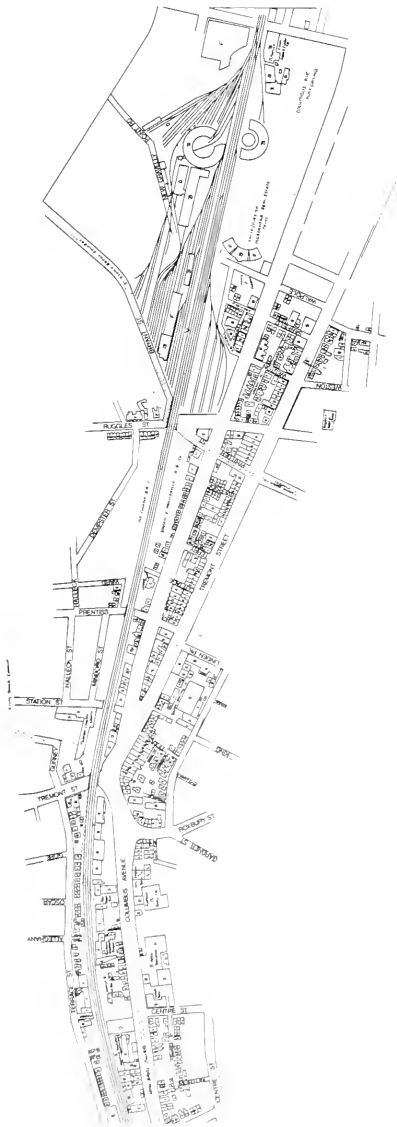



Represent Structures on Map of 1832

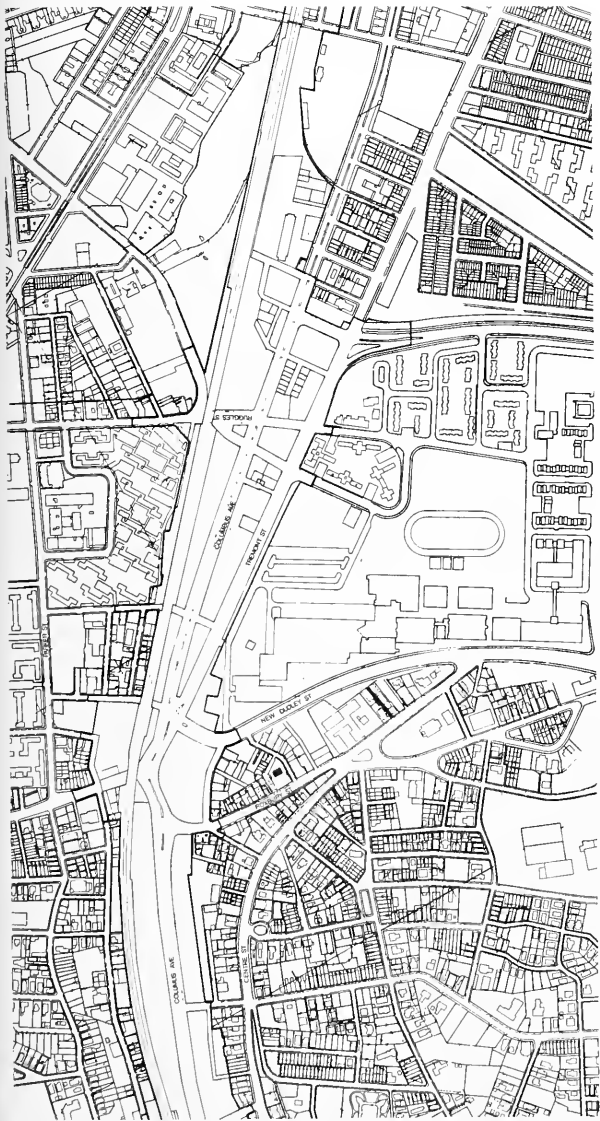
 TOWNSHIP OF TOWNSHIP SOUTHWEST CORRIDOR PROJECT CONTRACT NO. 007014		SOUTHWEST CORRIDOR PROJECT AREA C1830 MUSEUM OF AFRICAN-AMERICAN HISTORY FOLKLORE BLDG.	
DATE OF MAP: 1990 DRAWN BY: [blank] CHECKED BY: [blank] DATE: JUNE 20, 1993		DATE OF MAP: 1990 DRAWN BY: [blank] CHECKED BY: [blank] DATE: JUNE 20, 1993	
DATE OF MAP: 1990 DRAWN BY: [blank] CHECKED BY: [blank] DATE: JUNE 20, 1993		DATE OF MAP: 1990 DRAWN BY: [blank] CHECKED BY: [blank] DATE: JUNE 20, 1993	




 COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF TRANSPORTATION SOUTH WEST CORRIDOR PROJECT CONTRACT NO. 097504		SOUTH WEST CORRIDOR PROJECT PROJECT AREA 1874 MUSEUM OF AFRICAN-AMERICAN HISTORY ROXBURY MA	
SCALE: 1" = 100'		DATE: JUNE 20, 1979	
SHEET NO. 1874		SHEET 1874	

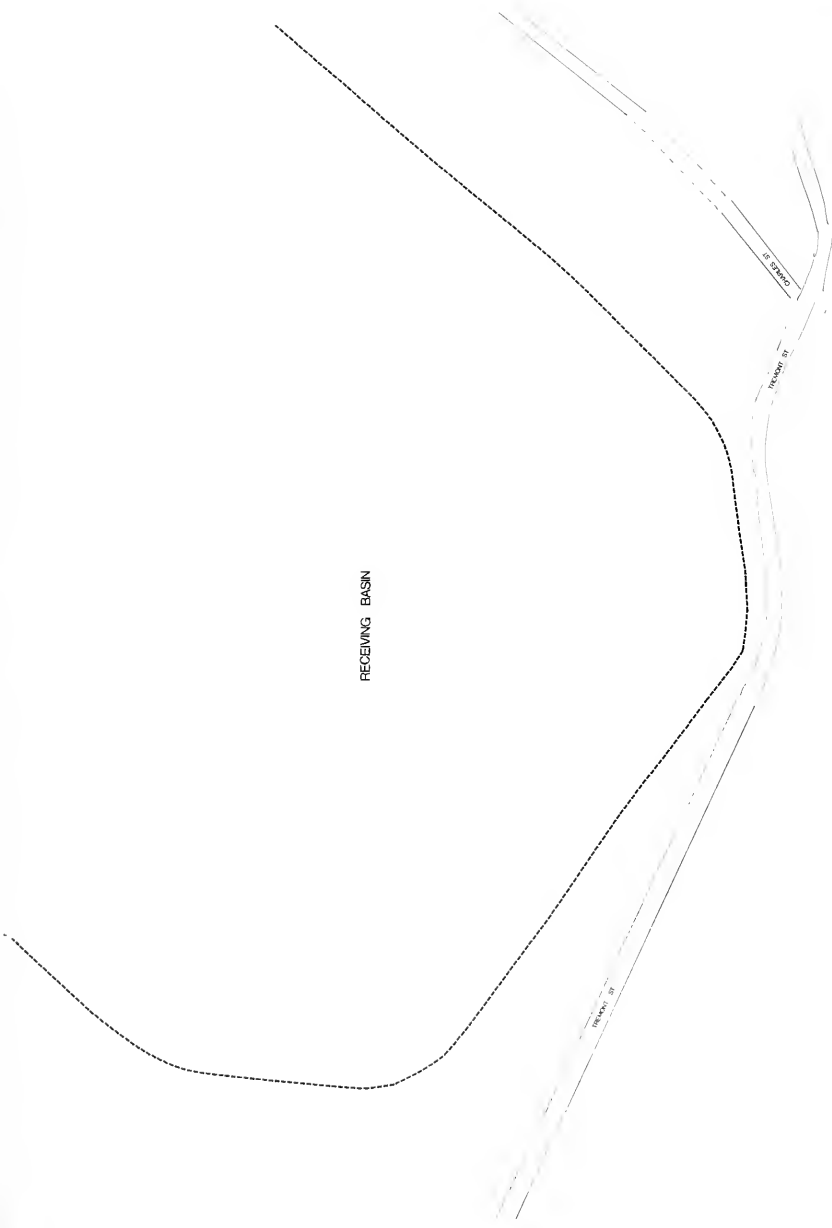



 TRANSMITTED BY TRANSMISSION METHOD SOUTHWEST CORRIDOR PROJECT CONTRACT NO. 07204		SOUTHWEST CORRIDOR PROJECT AREA 1915 MUSEUM OF AFRO-AMERICAN HISTORY	
SCALE 6" = 100' DATE JUNE 20, 1979		SHEET 30	



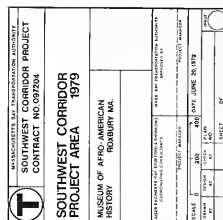
 MASSACHUSETTS DEPT. OF TRANSPORTATION SOUTHWEST CORRIDOR PROJECT CONTRACT NO. 69704		SOUTHWEST CORRIDOR PROJECT AREA 1979	
MUSEUM OF AFRO AMERICAN HISTORY		MUSEUM OF AFRO AMERICAN HISTORY	
NAME OF CONSULTANT CONSULTANT NO.		NAME OF CONSULTANT CONSULTANT NO.	
DATE OF PREPARATION DATE OF PREPARATION		DATE OF PREPARATION DATE OF PREPARATION	
SCALE SCALE		SCALE SCALE	
SHEET NO. SHEET NO.		SHEET NO. SHEET NO.	
TOTAL SHEETS TOTAL SHEETS		TOTAL SHEETS TOTAL SHEETS	
DATE OF ISSUE DATE OF ISSUE		DATE OF ISSUE DATE OF ISSUE	

MAP D - SOUTH END SECTION



	METROCOLLEGE AND IMPROVEMENTS AUTHORITY SOUTHWEST CORRIDOR PROJECT CONTRACT NO. 087704	
	SOUTHWEST CORRIDOR PROJECT AREA C.1830	
MUSEUM OF AFRICAN-AMERICAN HISTORY		DATE: 04/18/2019 TIME: 10:00 AM
PROJECT NO. 087704 SHEET NO. 18		DATE: 04/18/2019 TIME: 10:00 AM
PROJECT NO. 087704 SHEET NO. 18		DATE: 04/18/2019 TIME: 10:00 AM

68

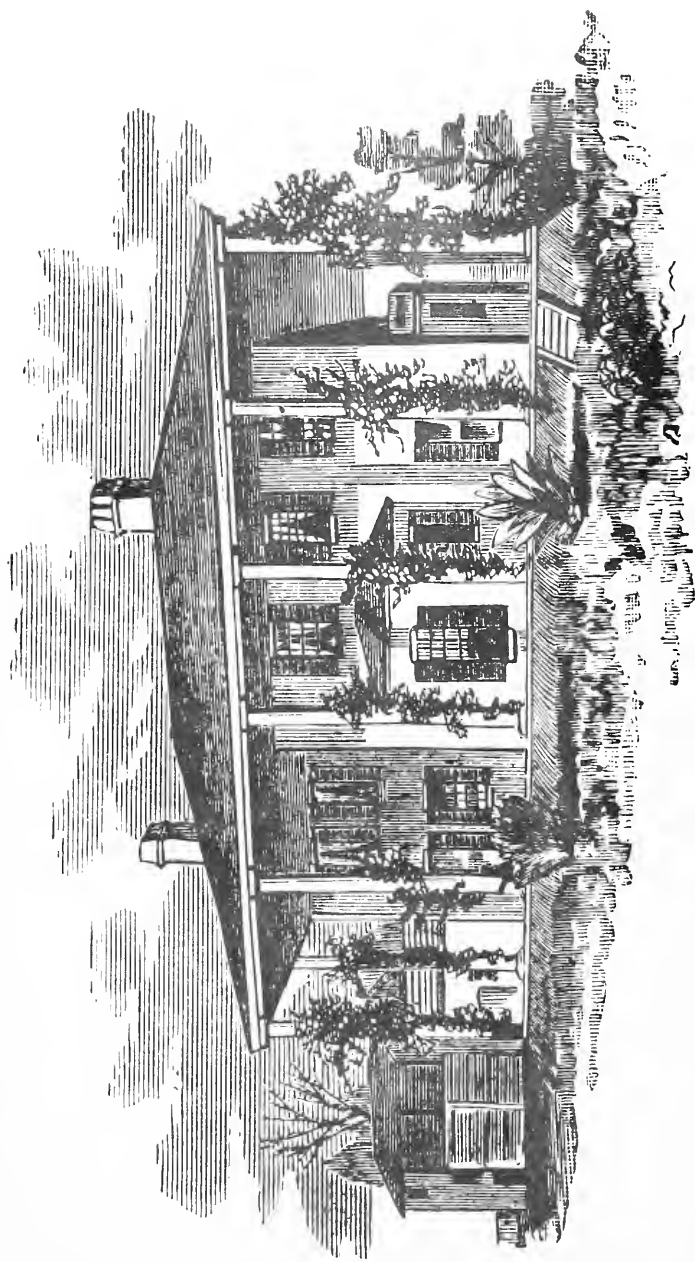


Illustrations

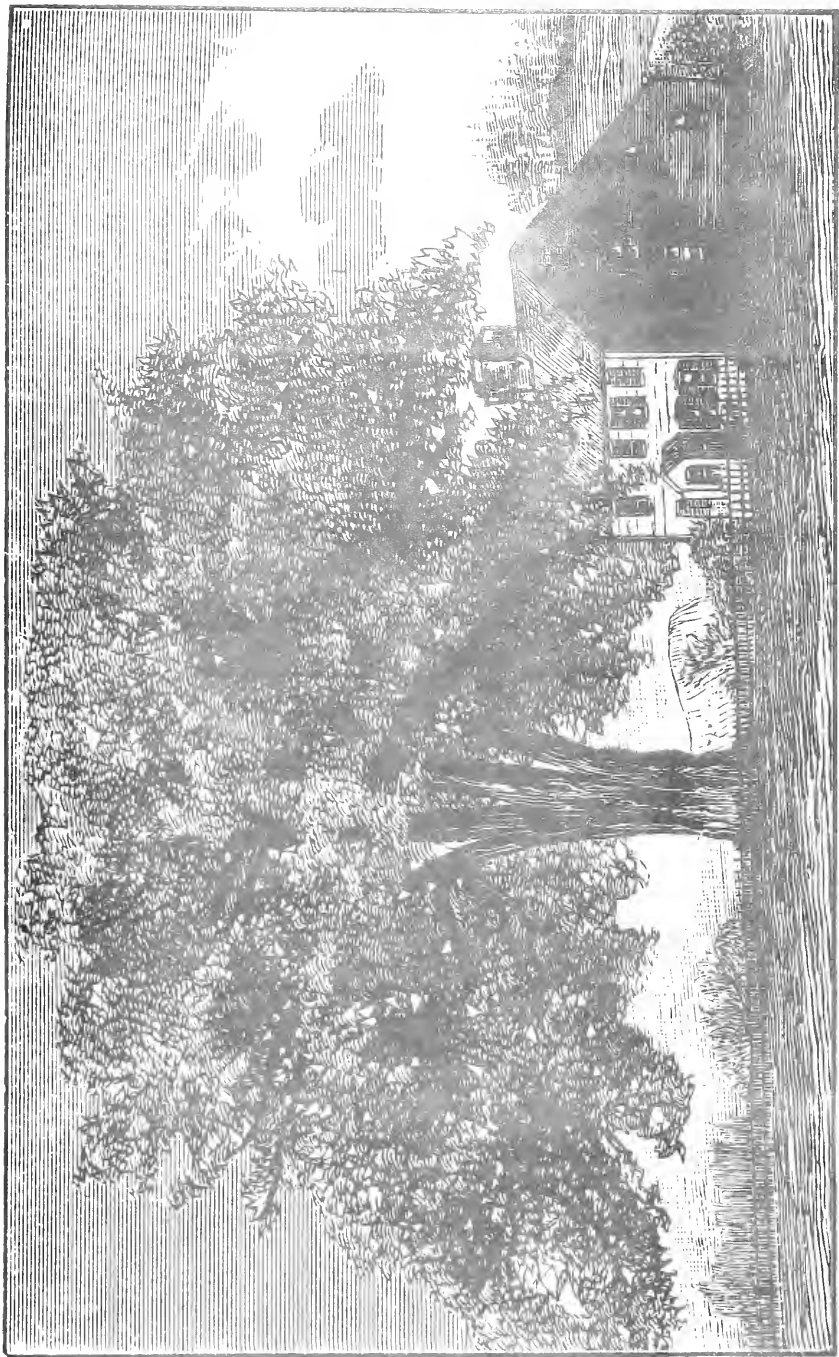
1. Sketch of the Gore Homestead. From Drake, The Town of Roxbury, p. 320.
2. Sketch of the William Curtis Homestead. From Drake, The Town of Roxbury, p. 400.
3. Lee House. Sketch from Drake The Town of Roxbury, p. 398.
4. Plan and Profile of the Proposed Conduit, March 1888.
5. Stone Jail, photograph from the files of the Museum of Afro-American History.
6. Location of the late 19th century baseball field, now a parking lot. Looking north from Walpole street at the railroad.
7. Former site of Chickering's station at the corner of Camden street and the railroad. Looking northeast.
8. Former site of the Organ Manufactory, corner of Weston and Tremont streets, looking south.
9. Location of the "stone jail", 199 Ruggles street, built c. 1825. Looking south towards Ruggles street.
10. Location of the Carriage Manufactory at the corner of Culvert and Tremont streets, looking south across Ruggles street.
11. Former site of the Kenney Brewery, 1203 to 1209 Tremont street, looking southwest.
12. Remains of the sill of the Kenney Brewery, 1203 to 1209 Tremont street.
13. Former site of the Thomas Crooker Shoe Factory at the corner of Station street and the railroad. Looking south with the Goldsmith Hotel in the background.
14. Site of the early mill complex and the Crowninshield house. Looking west towards the corner of Roxbury street and Columbus ave. Across Columbus ave. is the location of the mill pond.
15. Site of the Cochichuate pumping station looking west to the rear wall of the Third Nail. The Third Nail was formerly a Police station constructed in 1869.
16. Site of the Roessle Brewery. East side of Columbus Ave., between Roxbury and Cedar streets.

Illustrations (cont.)

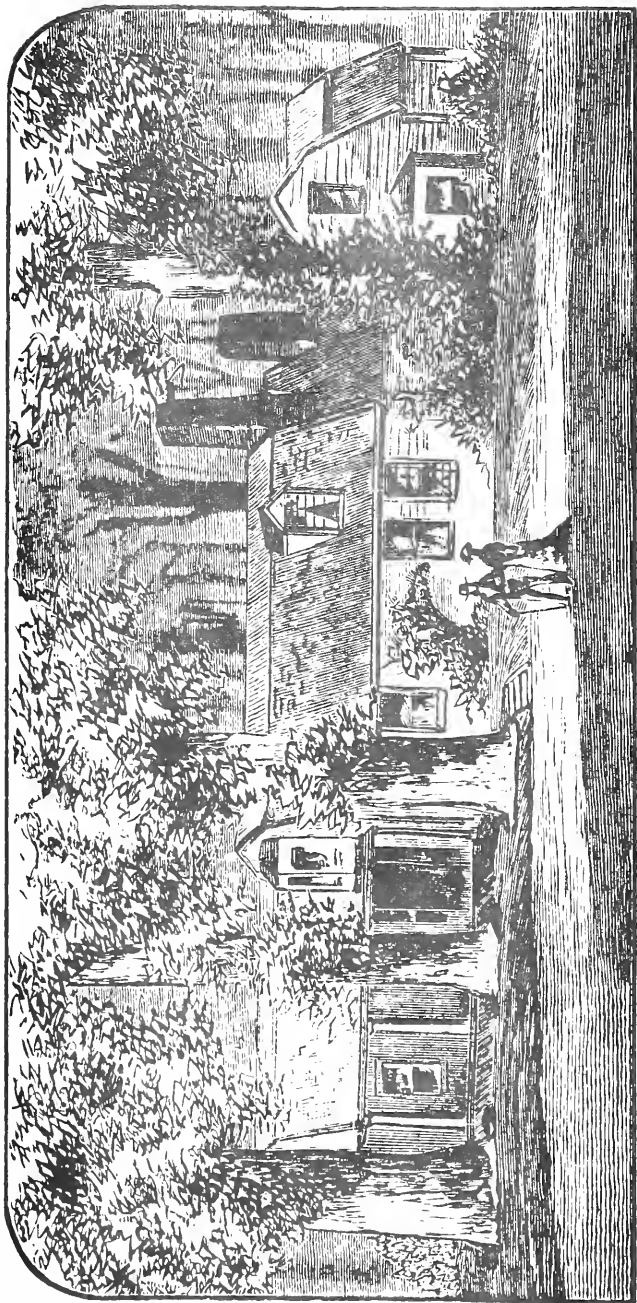
17. Site of the Roessle Brewery looking north.
18. Former site of the Smith-Waitts house corner of Columbus Ave. and Roxbury st., looking north.
19. The Dudley house, Centre street.
20. Former site of the Williams house between Penryth street and Jackson Square. Looking south.
21. Site of Heath Street station, corner of New Heath street and Columbus Ave., looking east.
22. Site of the John Curtis house formerly at the corner of Amory street and Jackson Square. Looking northwest.
23. Site of the William Curtis homestead near Boylston street and Lamartine street. The site is presently under Paul Gore st.
24. Site of Boylston station, west side of the railroad.
25. Site of the Oakdale place housing looking north.
26. Site of the Oakdale place housing looking south.



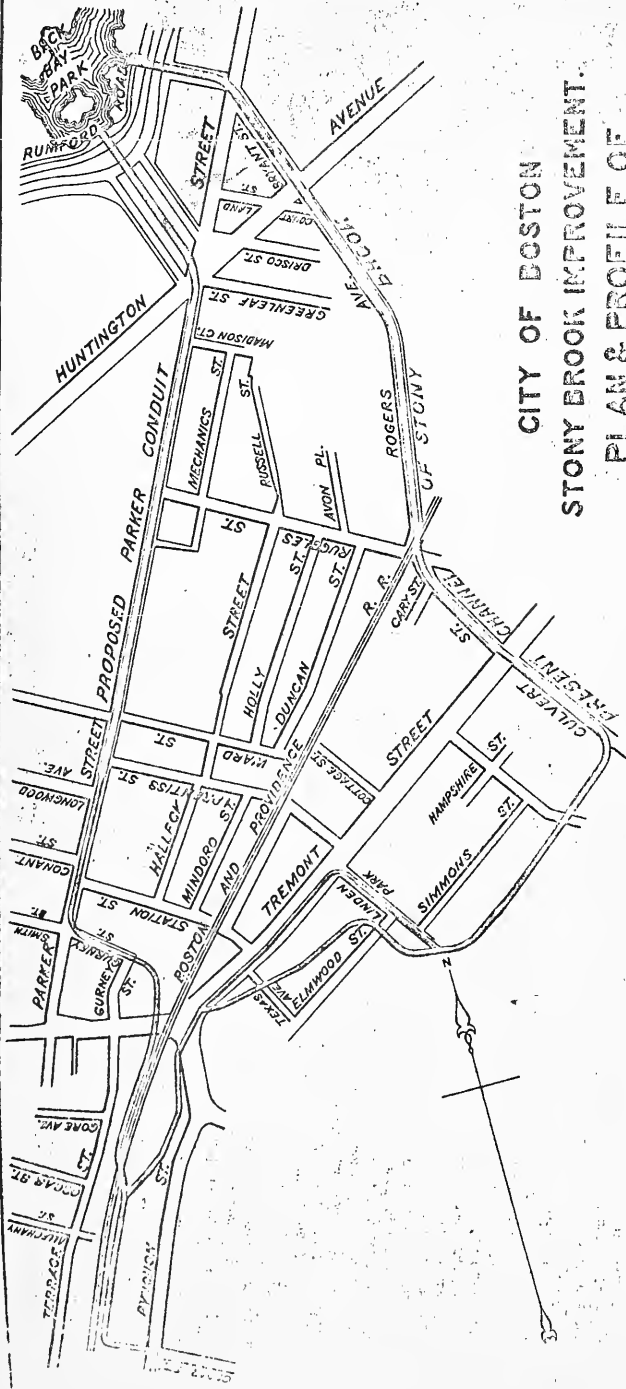
GORE HOMESTEAD.



OLD CURTIS HOMESTEAD.



GEN. W. RAYMOND LEE'S RESIDENCE.



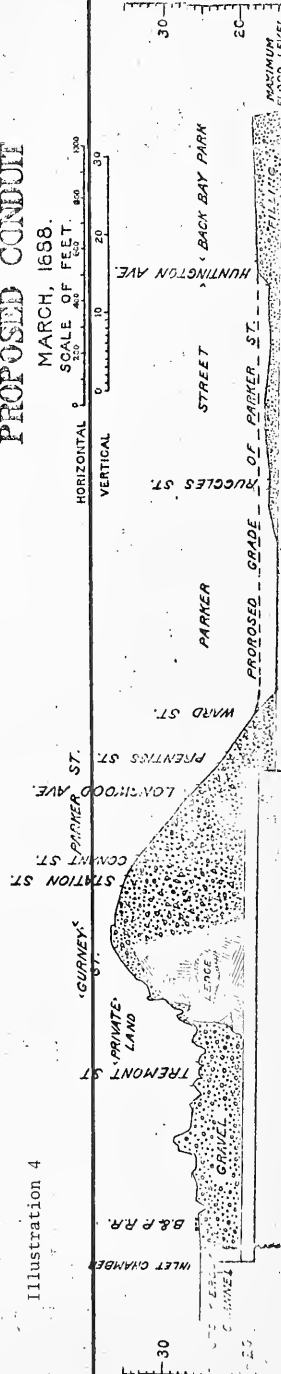
CITY OF BOSTON STONY BROOK IMPROVEMENT. PLAN & PROFILE OF PROPOSED CONDUIT

MARCH, 1888.

SCALE OF FEET.



Illustration 4



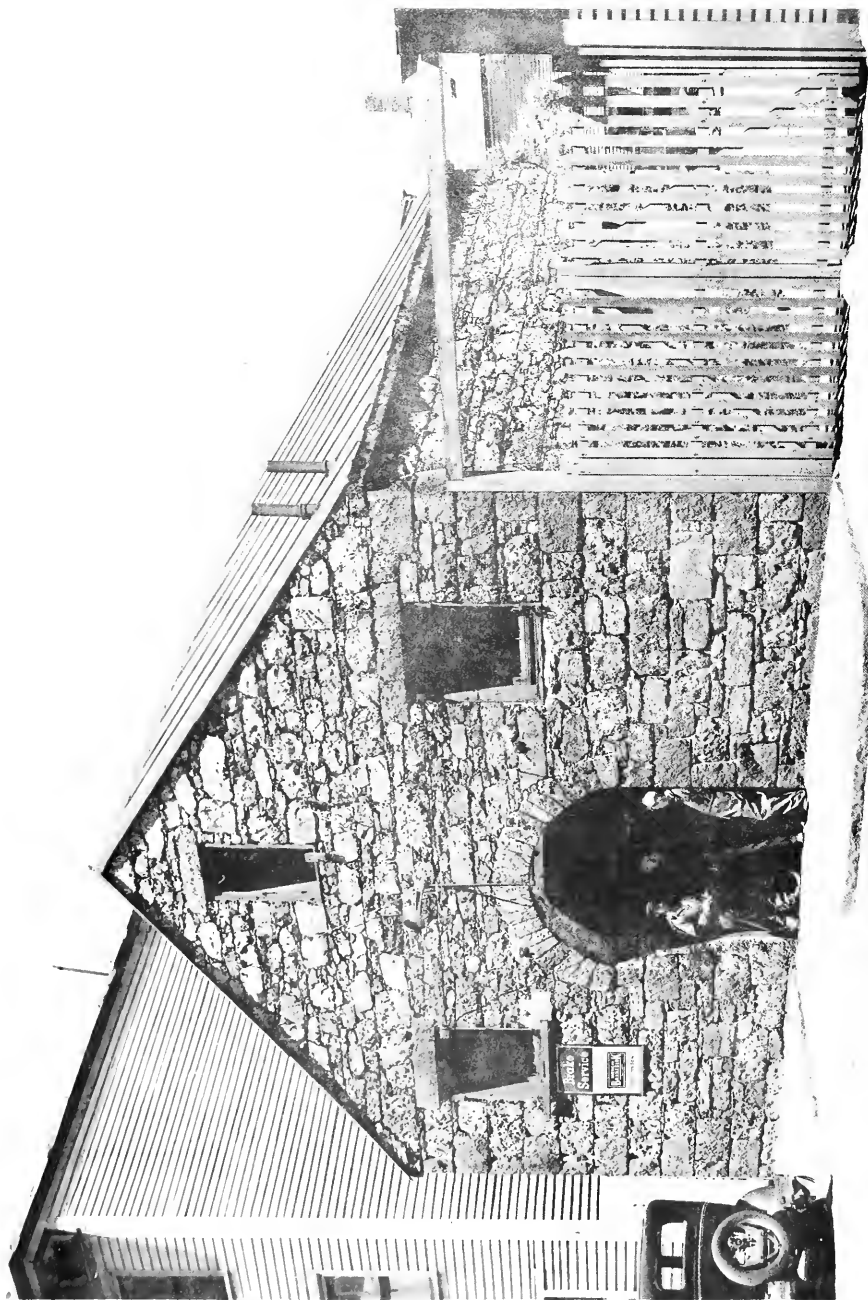


Illustration 6



Location of the late 19th century baseball field. Looking north from Walpole street at the railroad.

Illustration 7



Former site of Chickering's station at the corner of Camden street and the railroad. Looking northeast.

Illustration 8



Former site of the Organ Manufactory, corner of Weston and Tremont Streets.

Illustration 9



Location of the "stone jail", 199 Ruggles street
built c. 1825. Looking south towards Ruggles.

Illustration 10



Location of the Carriage Manufactory at the corner
of Culvert and tremont streets, looking south across Ruggles.

Illustration 11



Former site of the Kenney Brewery, 1203-1209 Tremont.

Illustration 12



Remains of the sill of the Kenney Brewery on Tremont st.

Illustration 13



Former site of the Thomas Crooker Shoe Factory at the corner of Station street and the railroad. Looking south with the Goldsmith Hotel in the background.

Illustration 14



Site of the early mill complex and the Crowninshield house at Roxbury crossing. Looking west towards the corner of Roxbury street and Columbus ave. Across Columbus ave. is the location of the mill pond.

Illustration 15



Site of the Cochichuate pumping station looking west to the rear wall of the Third Nail. The Third Nail was formerly a Police station constructed in 1869.

Illustration 16



Site of the Roessle Brewery. East side of Columbus Ave., between Roxbury and Cedar streets.

Illustration 17



Site of the Roessle Brewery looking north.

Illustration 18



Former site of the Smith-Waitts house. Corner of Columbus ave. and Roxbury st., looking north.

Illustration 19



The Dudley house, Centre street.

Illustration 20



Former site of the Williams house between Penryth street and Jackson Square. Looking south.

Illustration 21



Site of Heath Street station, corner of New Heath street
and Columbus ave., looking east.

Illustration 22



Site of the John Curtis house formerly at the corner of Amory street and Jackson Square. Looking northwest.

Illustration 23



Site of the William Curtis homestead near Poylston street and Lamartine street. The site is presently under Payl Gore street.

Illustration 24



Site of Boylston street station, west side of
the railroad.

Illustration 25



Site of the Oakdale place housing, looking north.

Illustration 26



Site of the Oakdale place housing looking south.

